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To Correspondents of The Gazette: Correspondents of THE GAZETTE will forward immediately all important news items by wire when available, otherwise by earliest mail or express service.

WEDNESDAY EVENING, MAY 5.

LAS VEGAS' NEEDS.

When business is slack with the merchants of Las Vegas how many of them sit down and soberly think out the cause for the depression? It is a patent fact that for the past two years this city has been dependent for pros perity upon local trade only, and this accounts for the standstill of journal footings of merchants during that time. It is true that Las Vegas has to back it, as tributary to its wealth and business, what is by far the richest portion of the great southwestern country included in southern Colorado, New Mexico, western Texas and Arizona. The direct trade from our own county of San Miguel, added to that of Mora county, is sufficient to make Las Vegas an important commercial point and one of those fortunate places designated as "good towns." The people of Las Vegas are wide-awake and pushing if any thing, and the present position does not please them. They want to see the City of Meadows, with its wonderful advantages and unequalled resources, come to the front as a center of growth and prosperity. The business men of this place wish their ledger footings increased year by year and sparkling success take the place of uncertain growth.

THE GAZETTE has sounded the situation and to fill its mission as a daily journal, working to build up the community in which it is situated, points out the cause and effect. The Atchison, Topeka & Santa Fe railroad company has always been a friend to Las Vegas and in more ways than one has added to the stability and growth of the city. But from a business man's point of view there is more to be done to aid the development of the trade and business of Las Vegas and which the railroad company can well grant without loss to itself.

The great and growing trade of Lincoln county always came naturally to Las Vegas. Three years ago the wagons of the freighters rolled through the streets loaded down with merchandise for Lincoln county. MARTIN BROS-Three years ago there was not a Las Vegas merchant but had a customer in the county of Lincoln. Today they are few and far between, aud a wagon train for the lower Pecos will soon become a curiosity. See how Lincoln county has grown. From a tax return of about \$400,000 in 1882 it has increased its wealth until today the assessor's books show over \$5,000, 000 of taxable property. The fault then lies not with Lincoln county but with Las Vegas.

This great traffic has gone to other points, but it is not altogether lost. Many Lincoln county people look upon Las Vegas as "their town" and, in the face of the heavy discriminating freight tariff of the railroad company, still come to this point to buy their goods. El Paso has captured a valuable part of the trade of the southern part of Lincoln county by reason of the cut rate which it has so long enjoyed, and which rate enables the merchants of that place to sell with profit for less than similar merchandise costs Las Vegas merchants, laid down.

Las Vegas, of course, enjoying no competing lines of railroad, cannot expect a rate like El Paso has, but even with a fair reduction our merchants by reason of their acquaintance and superior facilities would be

The question of course will arise: Will it pay the Atchison, Topeka & Santa Fe road to make a liberal reduction in the freight rate to New Mexico's cities? THE GAZETTE SAYS it would. In the first place the Santa Fe road gets but a small proportion of the business into El Paso. The hauling is divided and the Texas roads get the lion's share. With the Plumbers, Gas and Steam Fitters, cities the Atchison road would have all of the business, and a low freight rate would do more than anything Houghton, Bridge St. Telephone 25.

else to prevent the building of a competing line. Any business man can follow the subject into detail. The

bare facts are only given here. The question of revising the local freight tariff on articles of home prorailroad company. Thanks to L. P. Browne, Chas. Bisnchard and others of Las Vegas' progressive citizens, a reduced rate was obtained last year many of New Mexico's products, but the matter now needs another revision. How is it that the Texas Pacific railroad can haul lumber 920 miles into El Paso and sell it there with profit at \$22,50 per 1,000 while Las Vegas, one of the finest lumber supply points in the west, is compelled to stand back with idle mills because the freight rate makes Las Vegas lumber 'cost'' just \$23,50 at the same point.

These questions are of importance to those who wish to see Las Vegas hold her hard earned supremacy as the leading city of the southwest and thinking men must seek to evolve a

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JOB WORK. A trial order will convince that The Gazette can more satisfactorily turn out work than any office in the city.

Atchison, Topeka & Santa Fe R

Atchison, Topeka & Santa Fe R !

Passes through the territory from northeast to southwest. By consulting the map the render will see that at a point chiled LaJunta, in Colorade, the New Mexico extension leaves the main line, furns southwest through Trial dad and enters the territory through Trial dad and enters the territory through Ration pass. The traveler here begins the most interesting journey on the continent. As he is carried by powerful engines on a steel-railed, rock baliasted track up the steep ascent of the Ration mountains, with their charming scenery, he catches frequent glimpses of the Spanish peaks far to the north, glittering in the morning sum and presenting the grandest spectacle in the whole Snowy range. When half an hour from Trinidad, thetrain suddenly dashes into a tunnel from which it emerges on the southern slope of the Ration mountains and in sunny New Mexico.

At the foot of the mountain lies the city of Ration, whose extensive and valuable coal fields make it one of the busiest places in the territory. From Ration to Las Vegas the route lies along the base of the mountains. On the right are the snowy peaks in full view while on the east lie the grassy plains, the GREAT CATTLE RANGE OF THE SOUTHWEST, which stretch away hundreds of miles ing the lodge Territory. The train reaches La Vegas in time for dinner.

LAS VEGAR.

with an enterprising population of nearly 10,000, chiefly Americans, is one of the principal cities of the territory. Here are located those wonderful healing fountains, the Las Vegas hot springs. Nearly all the way from Kansas City the railroad has followed the route of the 'Old Santa Fe Trail.," and now lies through a country which, aside from the beauty of its natural scenery bears on every hand the impress of the 'old Spanish civilization, gratted centuries ago upon the still more ancient and more naterestine. Pueblo and Axnt and more interesting Pueblo and A ancient and more interesting Pueblo and Az-tec stock. Strange contrasts present them-selves everywhere with the new engrafting of American life and energy. In one short hour the traveler passes from the city of Las Vegss with her fashlonable

HEALTH AND PLRASURE RESORT,

her degant hetels, street railways, gas in streets, water works and other evidences of modern progress, into the fastnesses of Glorieus mountain and in full view of the ruins of the old Pecos church, built upon the foundation of an Astec temple, and the traditional birth piace or Montezuma, the culture-god of the Aztecs. It is only half a day's ride by rail from the Las Vegas hot springs to the old Spanish city of Santa Fe. Santa Fe is the oldest and most interesting city in the United States. From Santa Fe the railroad runs down the valley of the Rio Grands to a junction at Albuquerque with the Atlantic and Pacific railroad, and at Deming with the Southern Pacific from San Francisco, passing on the way the prosperous city of Socorro and the wonderful Lake Valley and Percha min ing district, finally reaching Deming, from which point Silver City is only forty-live miles distant and may be reached over the S. C. D. & R. R. R. The recent discoveries of chlorides in Bear mountains, near Silver City, exceed anything in the Rocky mountains in richness. Shipments of the ore have been made to Puellothat run as high as 45 per cent fure silver, For further information address W. F. WHITE, General Passenger and Ticket Agent, A. T. & S. F. R. R., Topeka, Kansas.

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